


**Remarks/Arguments:**

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

Respectfully submitted,

  
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RPS/EEF/krh

Attachment: Abstract

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The Commissioner for Patents is hereby authorized to charge payment to Deposit Account No. **18-0350** of any fees associated with this communication.

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail, with sufficient postage, in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on: January 14, 2005

  
Kathleen Libby

## Brake Holder for a Floating-caliper Disc Brake with a Brake Pad Guide Spring

ABSTRACT OF THE DISCLOSURE

The present invention relates to a brake holder of a floating-caliper disc brake for motor vehicles at which brake pads arranged on either side of an associated brake disc are displaceably mounted. To ensure ease of displaceability a brake pad guide spring is provided that extends between the brake holder and the brake pads. For ease of mountability of both the brake pads and the brake pad guide spring, it is arranged for that the brake pad guide spring is mountable on the brake holder in a generally radial direction and is locked at the brake holder in both radial and axial directions by means of at least one fixing clamp, and at least one spring arm is designed at the brake pad guide spring and fixes at least one brake pad under spring bias in position on the brake holder in a clearance-free manner. These provisions not only improve the mountability of a brake of this type but also the rattle-free resilient arrangement of the brake pads.